

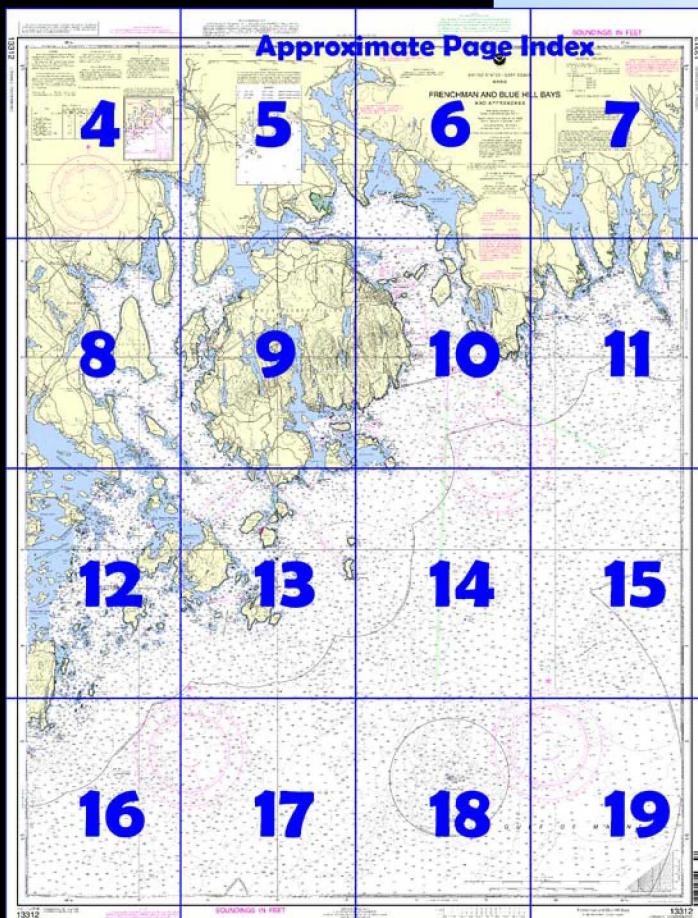
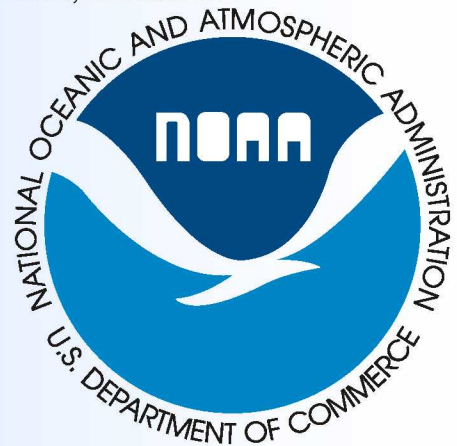
# BookletChart<sup>TM</sup>

## ***Frenchman and Blue Hill Bays and Approaches*** ***(NOAA Chart 13312)***



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ☒ Complete, reduced scale nautical chart
- ☒ Print at home for free
- ☒ Convenient size
- ☒ Up to date with all Notices to Mariners
- ☒ United States Coast Pilot excerpts
- ☒ Compiled by NOAA, the nation's chartmaker.



***Home Edition (not for sale)***





### **What are Nautical Charts?**

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

### **What is a BookletChart™?**

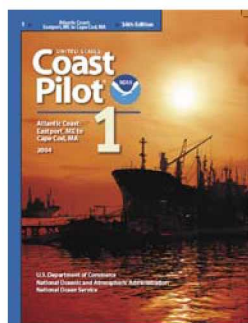
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

### **Notice to Mariners Correction Status**

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



#### **[Coast Pilot 1, Chapter 6 excerpts]**

(1) The coast between Petit Manan Point and Jericho Bay is indented by Frenchman Bay, Blue Hill Bay, and numerous smaller bays and harbors. Mount Desert Island, between Frenchman and Blue Hill Bays, is mountainous and is the highest land feature on the coast of Maine. The summits are rounded, and several of them are nearly the same height, making it difficult to identify individual peaks at a distance.

(2) Acadia National Park comprises the greater part of the southern half of Mount Desert Island, particularly the mountainous areas and the lower half of Schoodic Peninsula on the eastern side of Frenchman Bay, including the scenic Schoodic Point, and part of Isle au Haut. Schoodic Mountain, about 16 miles northward of Schoodic Point, is visible for a good distance off the coast.

(3) Mount Desert Rock, 17.5 miles southward of Mount Desert Island and 11.5 miles outside of the nearest island, is a rocky islet about 20 feet high.

(4) Mount Desert Light (43°58.1'N., 68°07.7'W.), 75 feet above the water, is shown from a 58-foot conical gray granite tower on the rock. A fog signal is at the light.

(5) Columbia Ledge, 0.7 mile southward of the rock, is covered 18 feet and unmarked.

(54) Frenchman Bay, westward of Schoodic Peninsula and eastward of Mount Desert Island, is the approach to the towns and important summer resorts of Bar Harbor, Winter Harbor, Southwest Harbor, Seal Harbor, Northeast Harbor, and many smaller villages. The bay is frequented by cruise ships, ferry vessels, fishing vessels, yachts, and small pleasure craft. In the summer, the bay is frequented by a high-speed, high-capacity international ferry, and is the scene of many sailing yacht races. The bay proper is about 10 miles long and has an average width of about 4 miles. Near the center of the bay, a group of islands extends across the bay; between the islands are two deep channels. Vessels of any size and draft can find anchorage. Navigation is not difficult for strangers.

Navigation Guidelines, Frenchman Bay

(55) The principal guides to the entrance of Frenchman Bay from the sea are Frenchman Bay Lighted Buoy FB (44°19'24"N., 68°07'24"W.), and the lights on Mount Desert Rock, Great Duck Island, Baker Island, and Egg Rock.

(66) Cadillac Mountain (44°21.1'N., 68°13.6'W.), 1,530 feet high, is the highest point on Mount Desert Island and the highest point along the east coastline of the United States. On a clear day the mountain is visible from 35 to 45 miles seaward. An excellent scenic highway leads from Bar Harbor to the summit of Cadillac Mountain.

(67) Schoodic Head (44°21.1'N., 68°03.2'W.) on Schoodic Peninsula, across the bay from Mount Desert Island, is 440 feet high and is the most prominent land feature at the eastern entrance to the bay.

(68) Big Moose Island, the southern extremity of Schoodic Peninsula, is connected to the peninsula by landfill, and is part of Acadia National Park. A prominent green elevated tank, reported to be a good radar target from offshore, is near the center of the island. Schoodic Point Observation Spot and a large parking lot are on the southern extremity of the island.

(69) Little Moose Island, rocky and with a few trees, is about 0.3 mile eastward. Arey Cove, the bight between the two islands, is unsafe in southerly weather.

(70) The principal entrance to Frenchman Bay is from southward between Schoodic Peninsula and Baker Island, but small vessels can enter from southwestward through Western Way and Eastern Way. Small boats also may enter the head of Frenchman Bay at high water through Mount Desert Narrows.

(71) Winter Harbor is a good anchorage, and is frequently used by vessels entering for shelter; it is usually open throughout the winter. Bar Harbor is partially protected, except against heavy southeasterly winds, but has poor holding ground except near the head of the harbor. Large vessels sometimes anchor northward or northwestward of Bar Island. Stave Island Harbor is a good anchorage. Southwest Harbor is a well-sheltered and frequently used anchorage.

(72) Frenchman Bay is rocky, but the water is deep and in general free from dangers except near the shores. The main part of the bay from a little southward of Egg Rock Light to the entrances of Sullivan Harbor, Skillings River, and Eastern Bay, including the channels between Jordan and Long Porcupine Islands, and between Burnt Porcupine and Sheep Porcupine Islands, is clear. Vessels navigating the tributaries should proceed with caution when crossing areas where the charted depth does not substantially exceed the draft.

(74) The mean range of tide is 10.5 feet. Between Bar Harbor and Ironbound Island the flood current velocity is less than 0.3 knot. The ebb velocity at strength is about 0.7 knot and sets southeastward.

# Table of Selected Chart Notes

## HEIGHTS

Elevations of rocks and lights are in feet and refer to Mean High Water. Contour and summit elevation values are in feet and refer to Mean Sea Level.

Corrected through NM Aug. 26/06  
Corrected through LNM Aug. 15/06

## SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 1 for important supplemental information.

## HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.287" northward and 1.951" eastward to agree with this chart.

## RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

## POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

## AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

For Symbols and Abbreviations see Chart No. 1

## CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

## NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Ellsworth, ME KEC-93 162.40 MHz  
Jonesboro Marine, ME WNG-543 162.450 MHz

## WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

## NOTE C

For recommended route of deep draft vessels entering and departing Frenchman Bay and Bar Harbor see U.S. Coast Pilot 1, Chapter 6.

## CAUTION

### SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

## CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

○ (Accurate location) o (Approximate location)

## LOCAL MAGNETIC DISTURBANCE

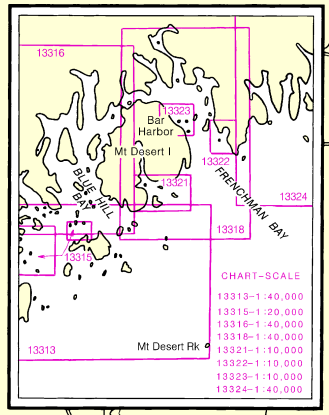
Differences of as much as 3° from the normal variation have been observed in the vicinity of Jordan Island, Frenchman Bay.

## NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 1. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 1st Coast Guard District in Boston, MA or at the Office of the District Engineer, Corps of Engineers in Concord, MA.

Refer to charted regulation section numbers.

Chart 13312 is for use in the wide portions of Frenchman and Blue Hill Bays and approaches. Depths and navigational aids are not shown on this chart in some harbors and inside passages. Use the large scale charts in navigating such areas.



## LORAN-C

### GENERAL EXPLANATION

LORAN-C FREQUENCY.....100kHz  
PULSE REPETITION INTERVAL

5930.....59,300 Microseconds  
9960.....99,600 Microseconds

STATION TYPE DESIGNATORS: (Not individual station letter designators).

M..... Master  
W..... Secondary  
X..... Secondary  
Y..... Secondary  
Z..... Secondary

EXAMPLE: 9960-W

### RATES ON THIS CHART

Loran-C correction tables published by the National Geospatial-Intelligence Agency or others should not be used with this chart. The lines of position shown have been adjusted based on survey data. Every effort has been made to meet the ¼ nautical mile accuracy criteria established by the U.S. Coast Guard. Mariners are cautioned not to rely solely on the lattices in inshore waters.

## NOTE Z

### NO-DISCHARGE ZONE, 40 CFR 140

Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: [http://www.epa.gov/owow/oceans/regulatory/vessel\\_sewage/](http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/).

Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

## SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

## AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

## NOTE B RECOMMENDED VESSEL ROUTE

Deep draft vessels entering and departing Frenchman Bay and Bar Harbor are requested to remain within the Recommended Vessel Route. Two-way traffic is possible within all parts of the green-tinted areas. Other vessels, while not excluded, should exercise caution in these areas and monitor VHF channel 16 or 13 for information concerning vessels transiting these areas. See U.S. Coast Pilot 1, Chapter 6.

## CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

## COLREGS, 80.105 (see note A)

International Regulations for Preventing Collisions at Sea, 1972.

The entire area of this chart falls seaward of the COLREGS Demarcation Line.

## TIDAL INFORMATION

Place Name (LAT/LONG)	Height referred to datum of soundings (MLLW)			
	Mean High Water	Mean High Water	Mean Low Water	Extreme Low Water
Pigeon Hill Bay (44°27'N/67°52'W)	feet 12.1	feet 11.5	feet 0.4	feet --:--
Bar Harbor (44°23'N/68°12'W)	11.4	10.9	0.4	--:--
Bass Harbor (44°14'N/68°21'W)	10.8	10.3	0.4	--:--
Blue Hill Harbor (44°24'N/68°34'W)	11.0	10.5	0.4	--:--
Head Harbor, Isle Au Haut (44°01'N/68°37'W)	9.9	9.4	0.3	--:--

(Jun 2006)

## PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, <http://NauticalCharts.gov>, [help@NauticalCharts.gov](mailto:help@NauticalCharts.gov), or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or [help@OceanGrafix.com](mailto:help@OceanGrafix.com).



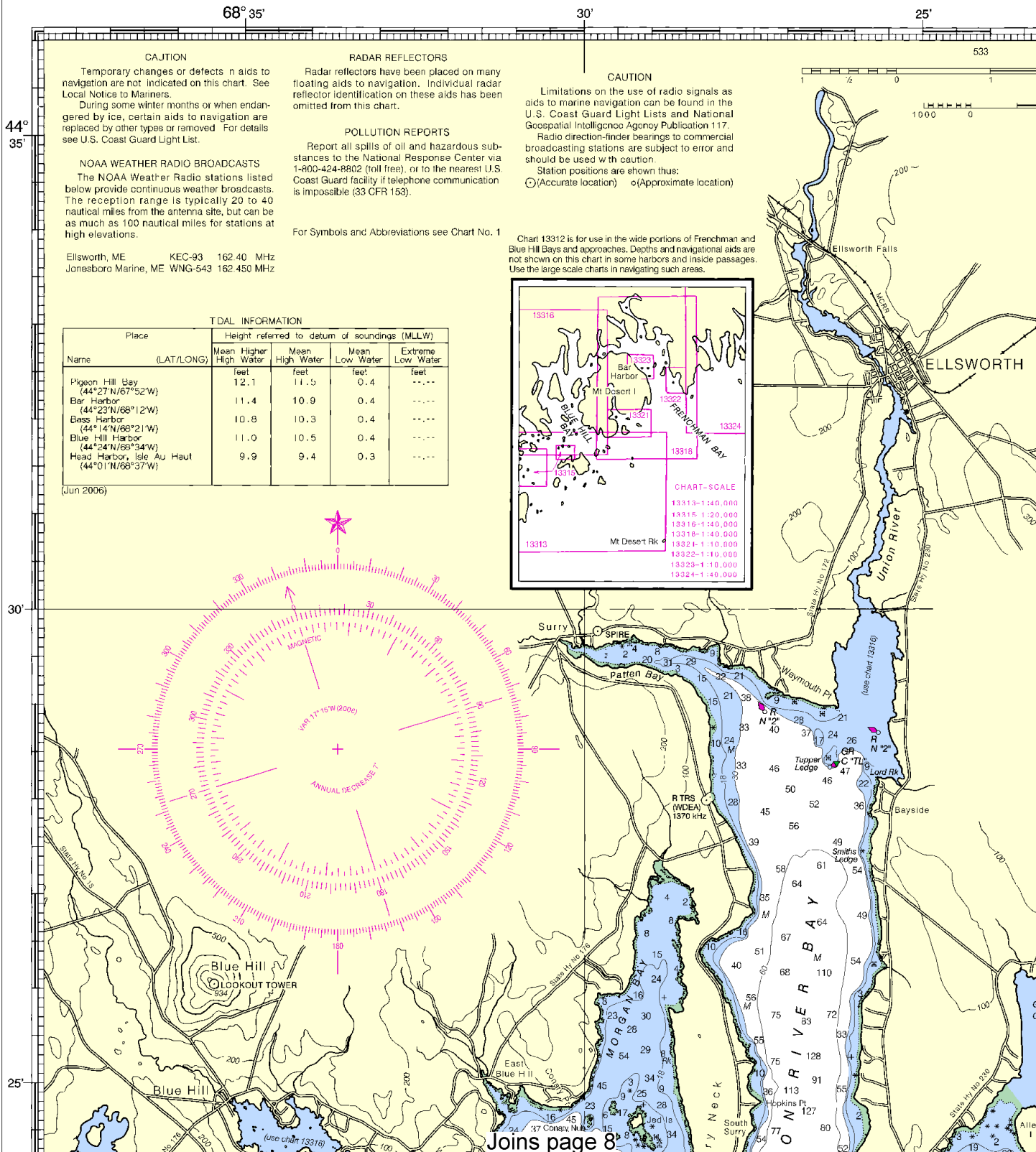
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NOAA and its partner, Ocean and critical corrections. Chart Editions are available 5-8 week about Print-on-Demand chart help@NauticalCharts.gov, help@OceanGrafix.com.

13312

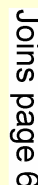
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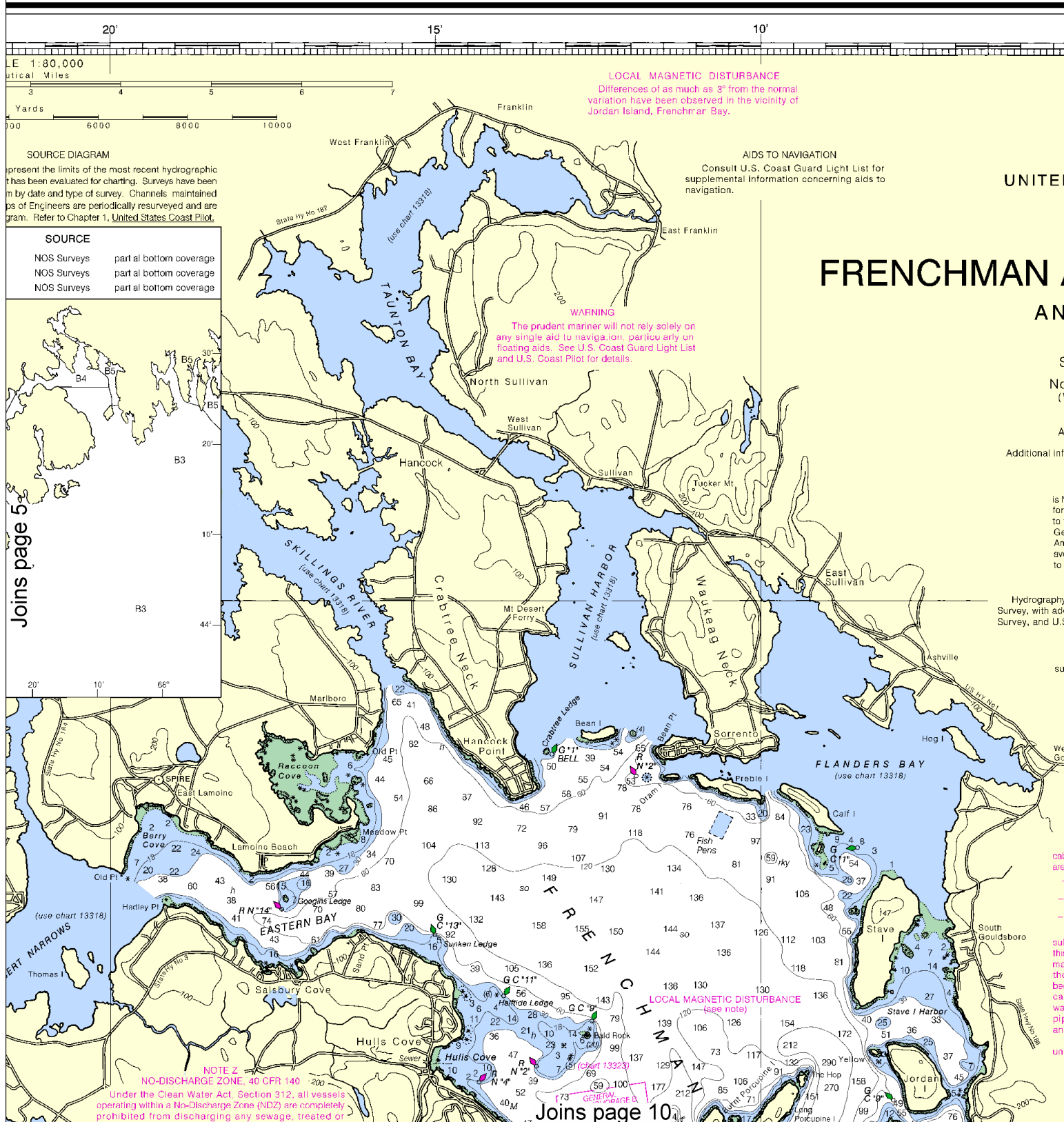


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 77-56CHART, <http://OceanGrafix.com>, or

Formerly C&GS 1202, 1st Ed., Apr. 1918 KAPP 2016

NOTE B  
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6



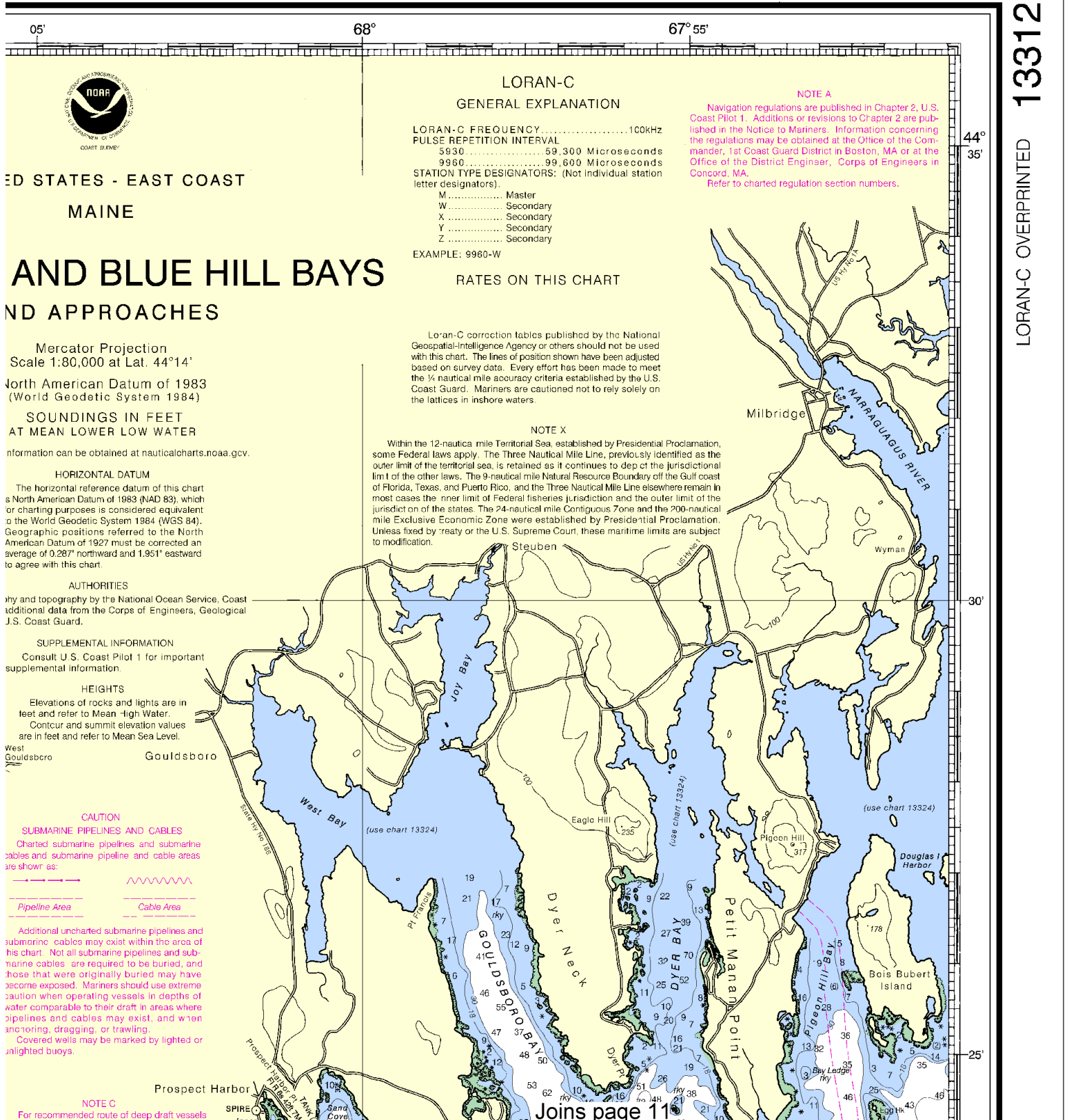
Joins page 5

Joins page 10



1. Frenchman Bay and Bar Harbor  
 2. Vessel Route. Two-way traffic is  
 3. Other vessels, while not excluded,  
 4. monitor VHF channel 16 or 13 for  
 5. use areas. See U.S. Coast Pilot 1,

# SOUNDINGS IN FEET



LORAN-C OVERPRINTED 13312

This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0710 2/16/2010,  
 NGA Weekly Notice to Mariners: 0910 2/27/2010,  
 Canadian Coast Guard Notice to Mariners: 1209 12/25/2009.

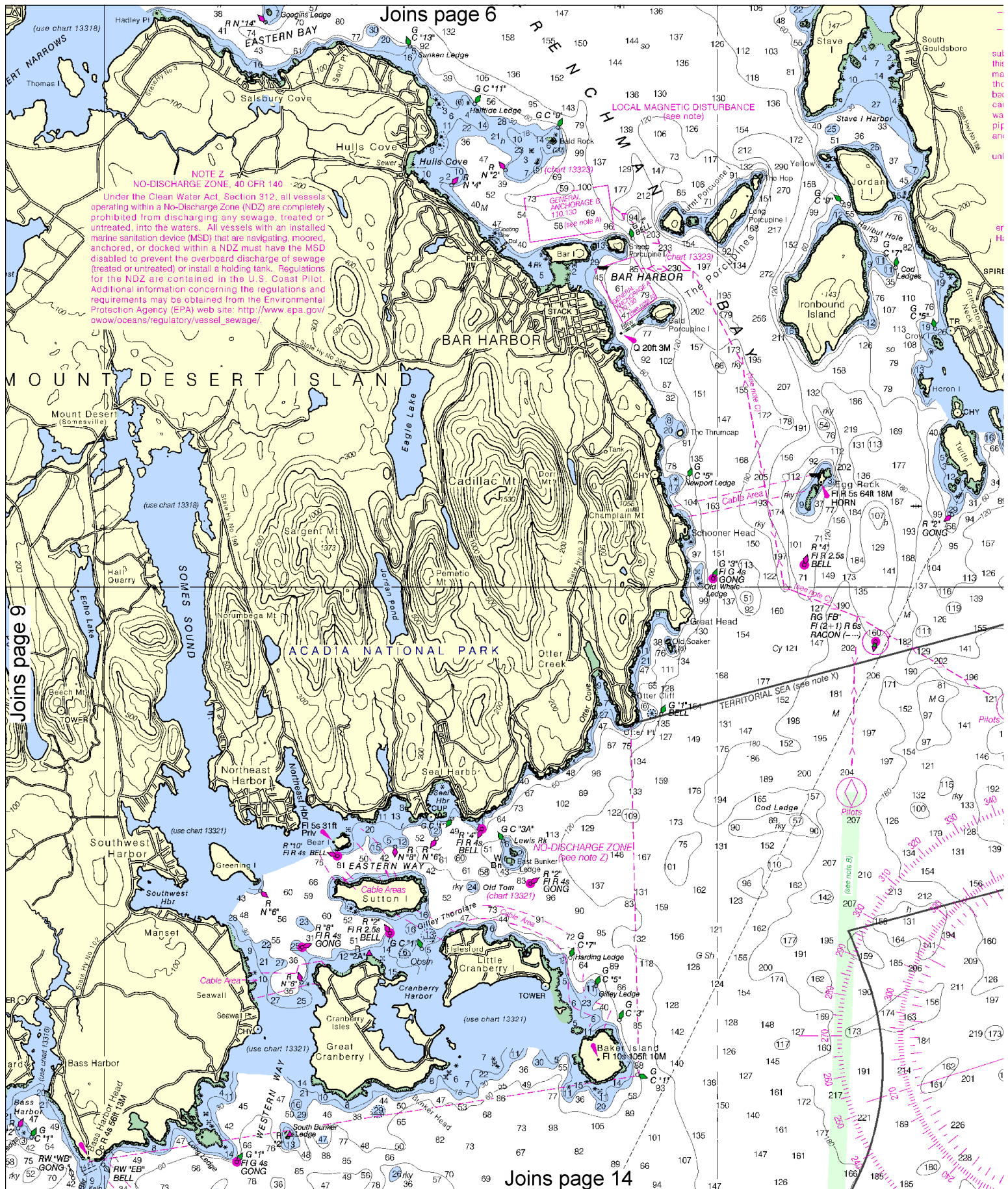












**NOTE Z**  
**NO-DISCHARGE ZONE, 40 CFR 140**  
Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: [http://www.epa.gov/owow/oceans/regulatory/vessel\\_sewage/](http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/).

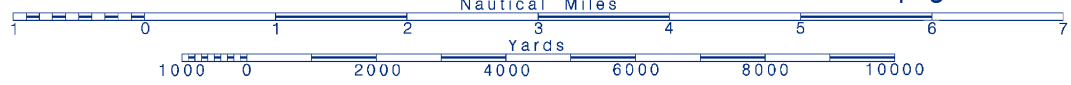
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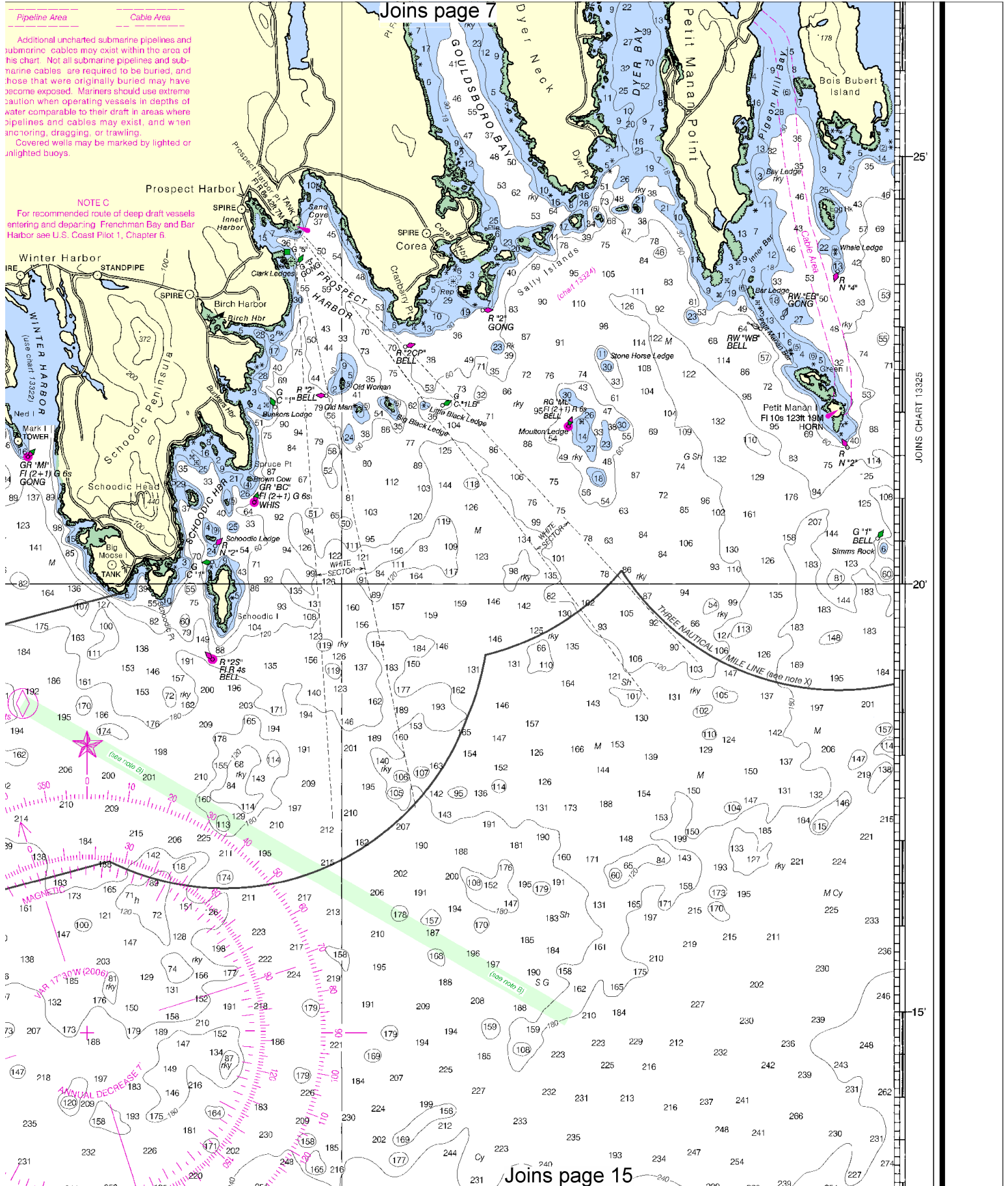
Printed at reduced scale.

SCALE 1:80,000

See Note on page 5.







Pipeline Area Cable Area

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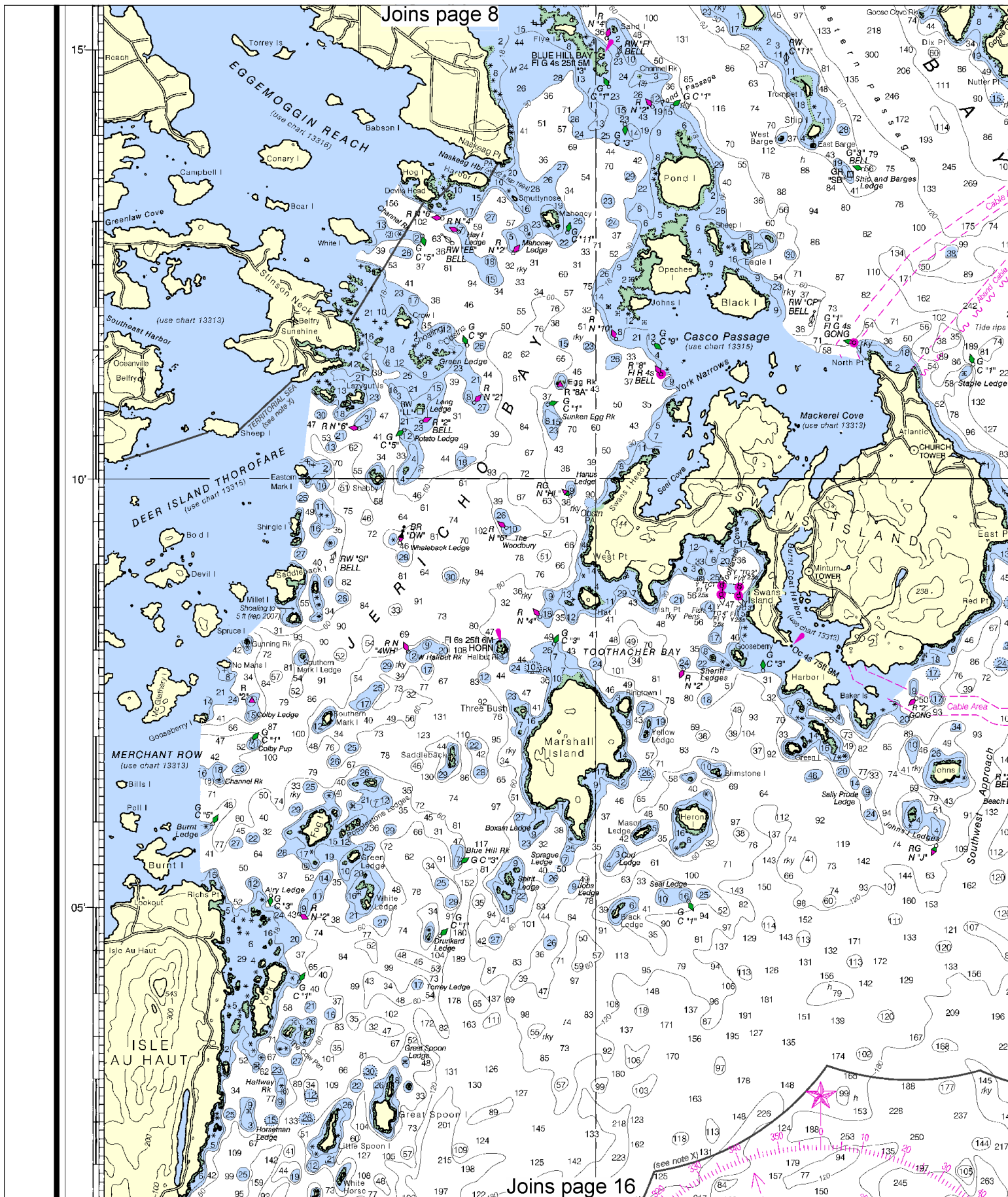
Covered wells may be marked by lighted or unlighted buoys.

NOTE C

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Joins page 15

Joins page 8



Joins page 16

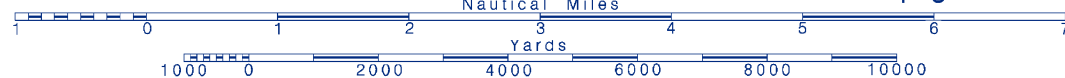
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Printed at reduced scale.

SCALE 1:80,000

See Note on page 5.



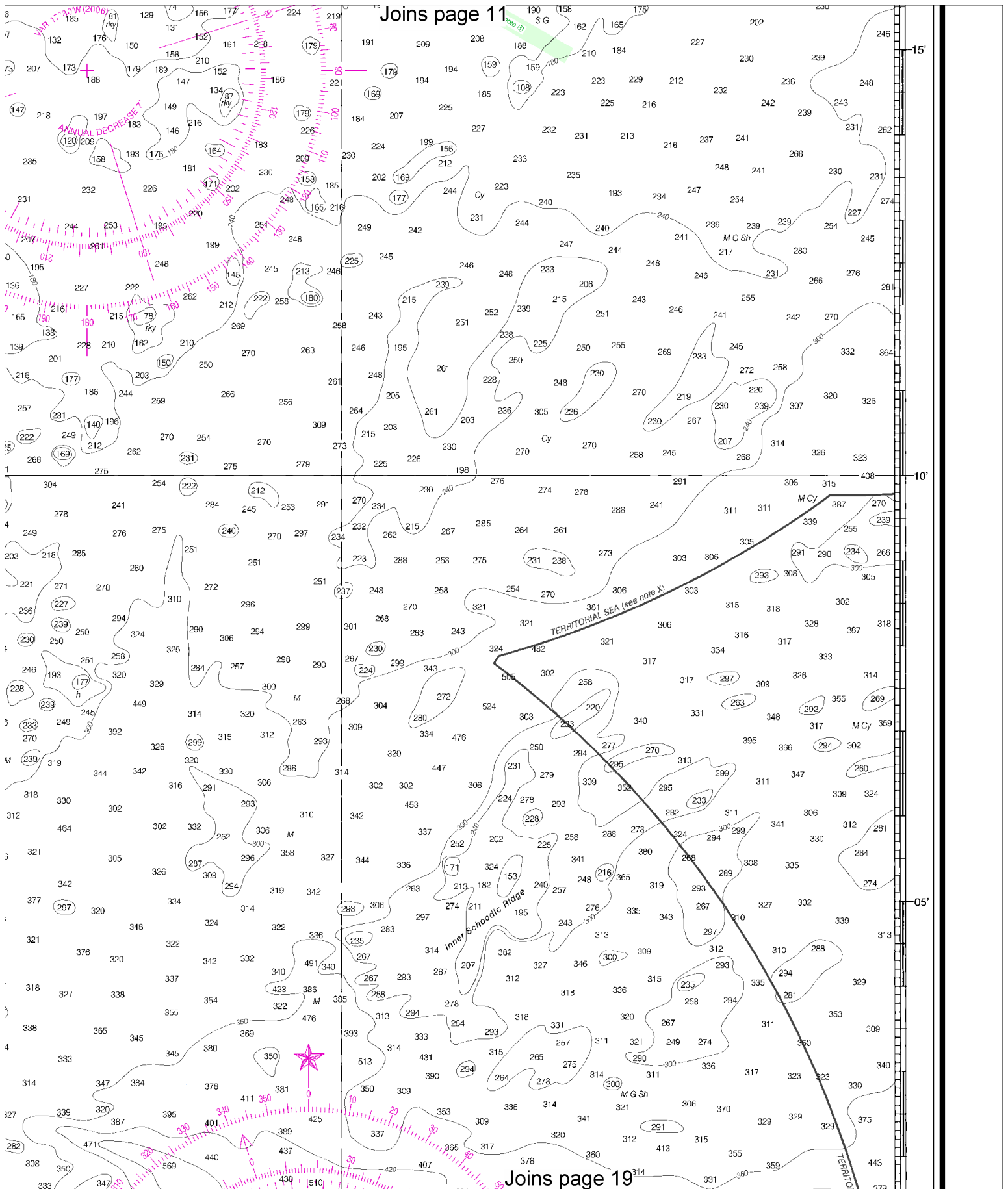




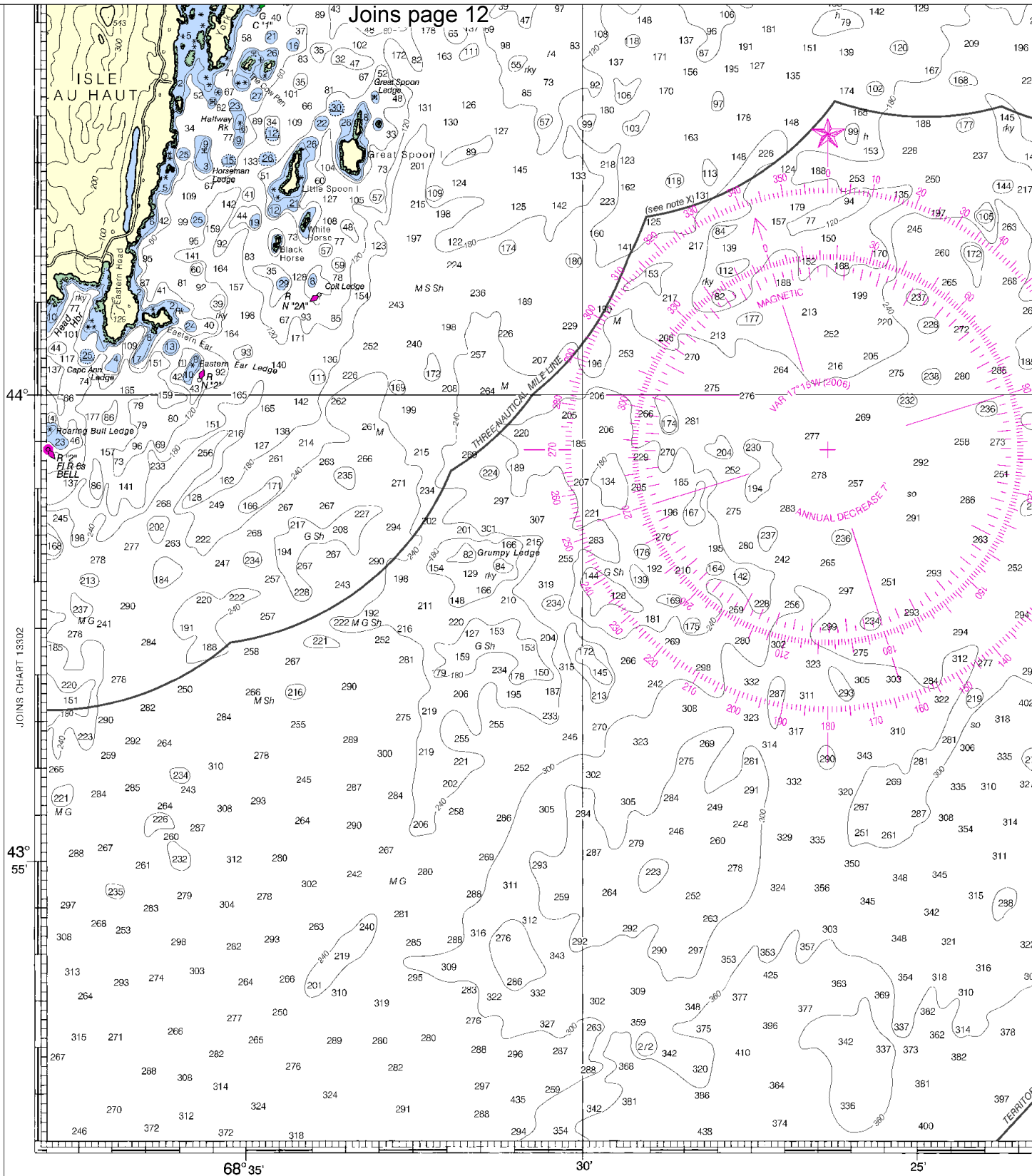




Joins page 11



Joins page 19



22nd Ed., Aug./06 ■ Corrected through NM Aug. 26/06  
Corrected through LNM Aug. 15/06

**13312**

LORAN-C OVERPRINTED

**CAUTION**

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**SOUND**

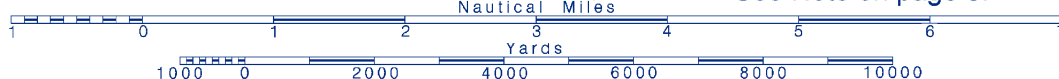
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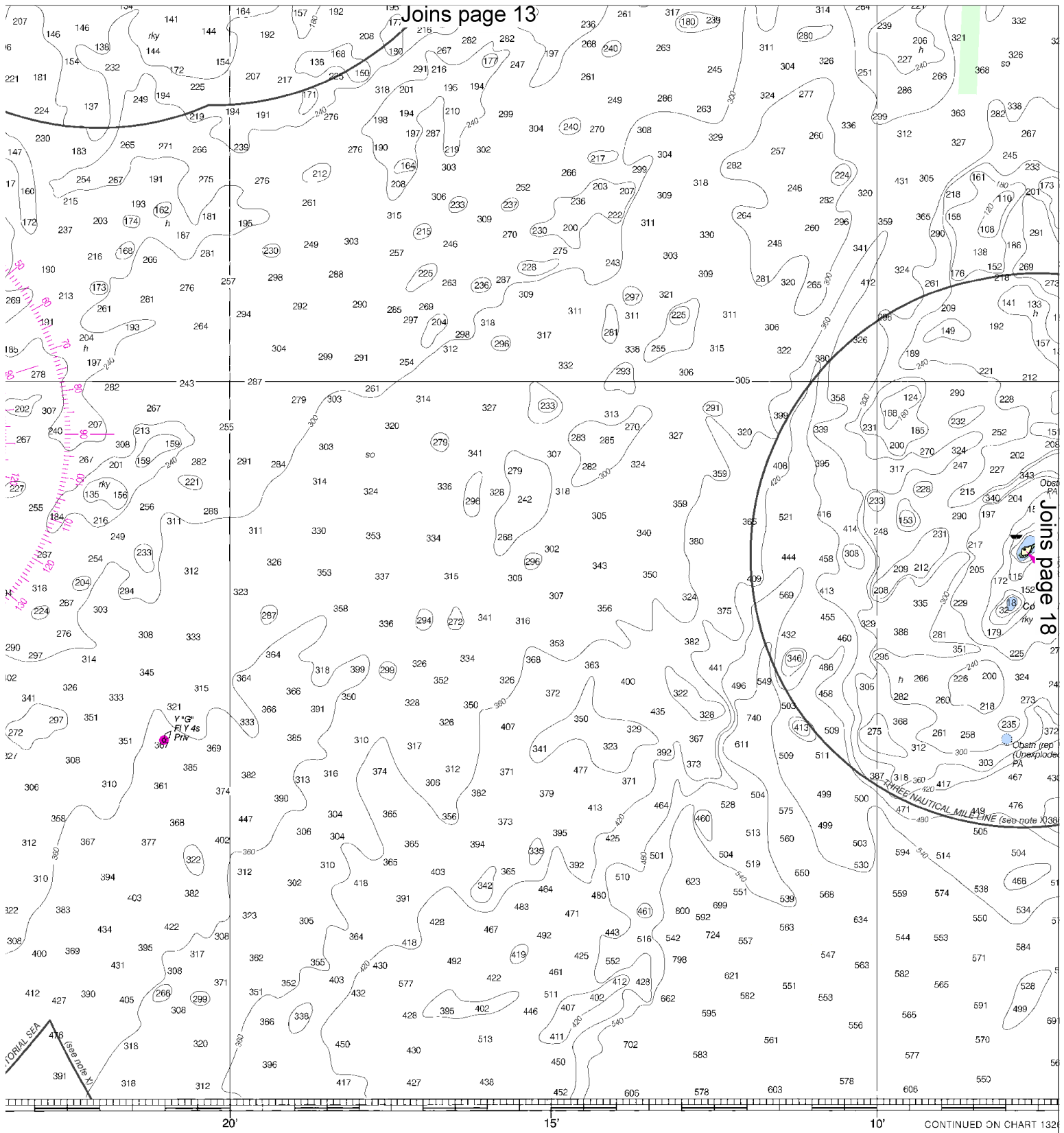
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SCALE 1:80,000

See Note on page 5.



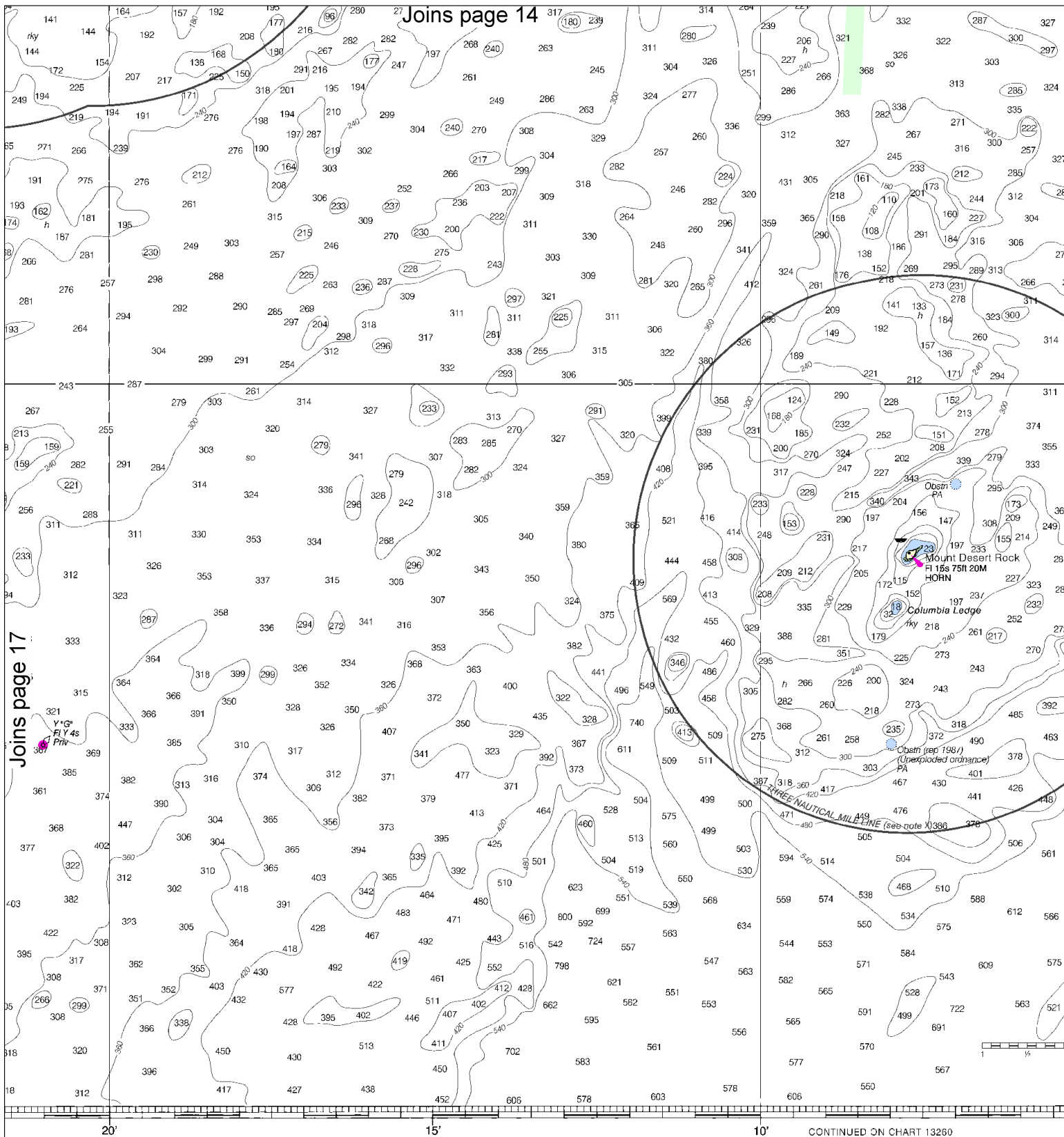




NDINGS IN FEET

Published at Washington, D.C.  
U.S. DEPARTMENT OF COMMERCE  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL OCEAN SERVICE  
COAST SURVEY

FATHOMS	1	2
FEET	6	12
METERS	1	3



IN FEET

Published at Washington, D.C.  
U.S. DEPARTMENT OF COMMERCE  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL OCEAN SERVICE  
COAST SURVEY

FATHOMS	1	2	3	4	5	6	7	8
FEET	6	12	18	24	30	36	42	48
METERS	1	2	3	4	5	6	7	8

18



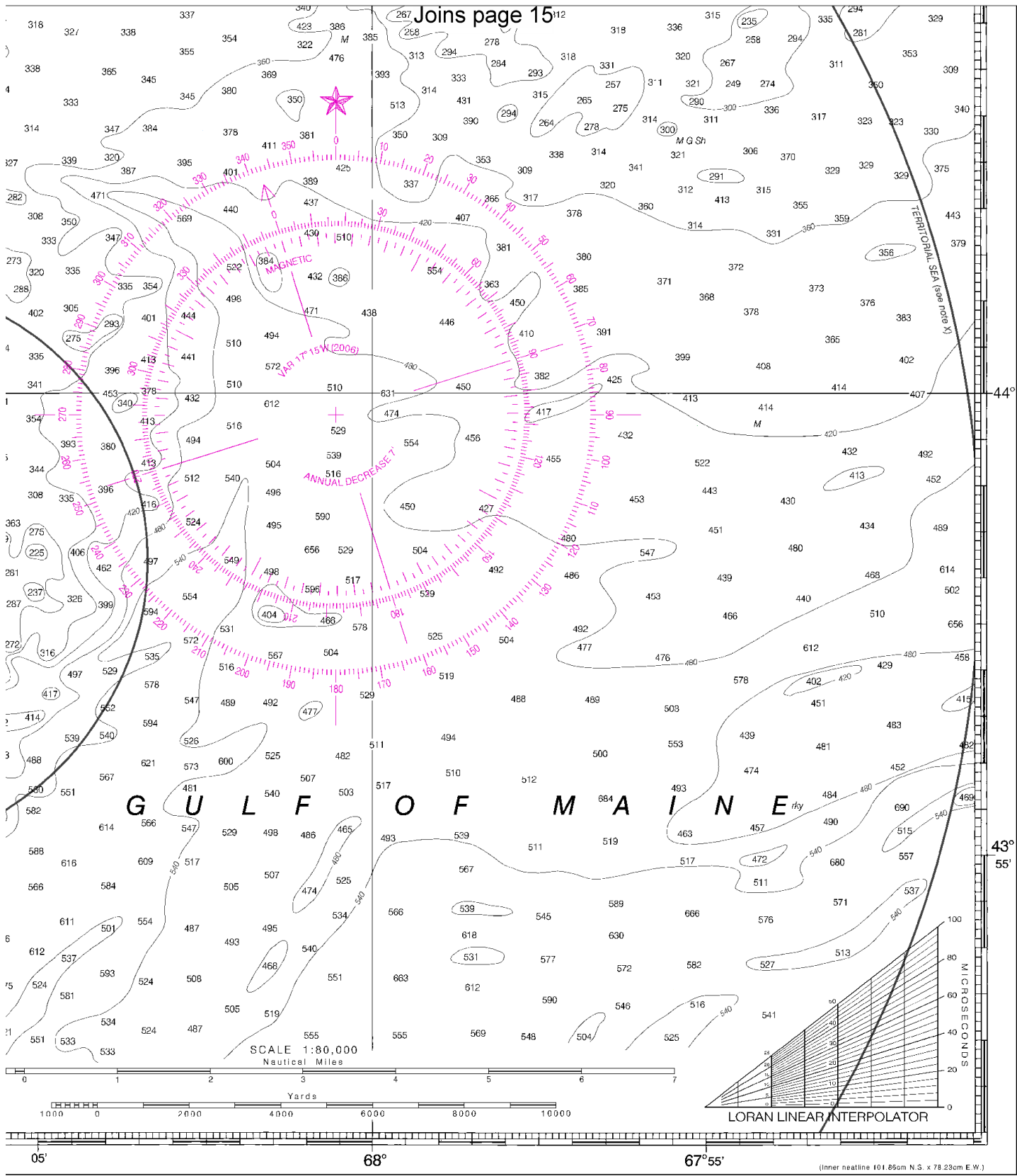
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SCALE 1:80,000

See Note on page 5.







6	9	10	11	12	13	14	15	16	17
48	54	59	66	72	78	84	90	96	102
112	118	124	130	136	142	148	154	160	166
172	178	184	190	196	202	208	214	220	226
232	238	244	250	256	262	268	274	280	286
292	298	304	310	316	322	328	334	340	346
352	358	364	370	376	382	388	394	400	406
412	418	424	430	436	442	448	454	460	466
472	478	484	490	496	502	508	514	520	526
532	538	544	550	556	562	568	574	580	586
592	598	604	610	616	622	628	634	640	646
652	658	664	670	676	682	688	694	700	706
712	718	724	730	736	742	748	754	760	766
772	778	784	790	796	802	808	814	820	826
832	838	844	850	856	862	868	874	880	886
892	898	904	910	916	922	928	934	940	946
952	958	964	970	976	982	988	994	1000	1006

Frenchman and Blue Hill Bays  
SOUNDINGS IN FEET - SCALE 1: 80,000

**13312**  
LORAN-C OVERPRINTED

NSN 764201 4010433  
ED NO 22  
NGA REFERENCE NO 13312

## EMERGENCY INFORMATION

### VHF Marine Radio channels for use on the waterways:

**Channel 6** – Inter-ship safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, and harbors.

**Channel 16 – Emergency, distress and safety calls** to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

**Channels 68, 69, 71, 72 & 78A** – Recreational boat channels.

### Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

### **HAVE ALL PERSONS PUT ON LIFE JACKETS !!**

### Mobile Phones – Call 911 for water rescue.

**Coast Guard Group Southwest Harbor** – 207-244-4204

**Coast Guard Rockland** – 207-596-6666

**Coast Guard Station Southwest Harbor** – 207-244-4270

**Maine Marine Patrol** – 800-452-4664

**Coast Guard Atlantic Area Cmd** – 757-398-6390

**NOAA Weather Radio** – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

**Getting and Giving Help** – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



## NOAA CHARTING PUBLICATIONS

**Official NOAA Nautical Charts** – NOAA surveys and charts the national and territorial waters of the U.S., including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official Print-on-Demand Nautical Charts** – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at [www.OceanGrafix.com](http://www.OceanGrafix.com).

**Official Electronic Navigational Charts (NOAA ENC<sup>®</sup>)** – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official Raster Navigational Charts (NOAA RNC<sup>™</sup>)** – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official BookletCharts<sup>™</sup>** – BookletCharts<sup>™</sup> are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is [www.NauticalCharts.gov/bookletcharts](http://www.NauticalCharts.gov/bookletcharts).

**Official PocketCharts<sup>™</sup>** – PocketCharts<sup>™</sup> are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

**Official U.S. Coast Pilot<sup>®</sup>** – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official On-Line Chart Viewer** – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is [www.NauticalCharts.gov/viewer](http://www.NauticalCharts.gov/viewer).

**Official Nautical Chart Catalogs** – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm>.

**Internet Sites:** [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov), [www.NOAA.gov](http://www.NOAA.gov), [www.TidesandCurrents.NOAA.gov](http://www.TidesandCurrents.NOAA.gov), [www.NOS.NOAA.gov](http://www.NOS.NOAA.gov).